

THIRTY DOLLARS  
PER ANNUM.

## Intimations.

SHEWAN, TOMES & CO,  
General Managers.  
Hongkong, 8th February, 1900. [3]

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&c., &c., &c.

Hongkong, 2nd April, 1899. [432b

12th October, 1898. [21]

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Range—200, 300 and 400 yards.  
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Entrance Fees for the Cup—4s. Spoons as usual.  
The Cup to be won Three Times.  
Position at 200 yards—Standing.  
MOWBRAY S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 4th May, 1900.  
147  
IN THE MATTER OF ORDINANCE No. 2 OF 1892.  
AND  
IN THE MATTER OF THE PETITION OF LA SOCIÉTÉ MARINIERE FILS ET NAVOIT OF 100, Boulevard de la Seine, Paris, FOR LETTERS PATENT FOR AN IMPROVED METHOD OF PRINTING, EMBROIDERING OR ORNAMENTING FABRICS, SHIRTS AND THE LIKE.

NOTICE is hereby given that the PETITION, SPECIFICALLY AND DECLARATIONS regarding the Ordinance No. 2 of 1892 have been filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said LA SOCIÉTÉ MARINIERE FILS ET NAVOIT by DEEDS AND BOWLEY their Solicitors to apply at the Sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the above Inventions.

And Notice is hereby also given that a Sitting of the Executive Council before whom the matter of the Petition will come for decision will be held in the Court Chamber at the GOVERNMENT OFFICES, HONGKONG, on MONDAY, the 14th day of MAY, 1900, at 11 A.M.

Dated the 4th day of May, 1900.  
DENNY & BOWLEY,  
Solicitors for the Applicant.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"  
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3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959



## INDIAN FAMINE RELIEF FUND.

The Hon. Treasurer, (Mr. R. T. Wright) begs to acknowledge with thanks receipt of the following contributions to the above Fund.

Already Acknowledged \$34,208.35

Subscribed by the Canton Com. 557.68

R. Cooke 25

M. H. Houston 10

Capt. Rolle 10

Dr. and Mrs. Gibson 10

Total \$34,811.03

A second remittance of Rs. 20,000 has been forwarded to the Chairman, Central Committee Indian Famine Relief Fund, Calcutta.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## MR. POLLOCK'S LECTURE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR.—As I was present at the very able lecture given by Mr. Pollock and public opinion was asked for, though at the time I may not have been allowed to make a few remarks through the medium of the local press. There is one very serious fault with the lecture, a fault that runs through every subject touched upon by the speaker: it is a more or less natural fault, considering that Mr. Pollock has been so closely connected with the Government. The fault is that he expects the abuses of which he complains to be removed by Act of Parliament.

They undoubtedly would be removed, but, hardly in the manner that would be acceptable either to the lecturer or the inhabitants of Hongkong. He wishes the Government to start certain obligations on business firms starting in the matter of British shipping and what has been the result? Foreign lines are running up to the sea. At the time these Board of Trade regulations were made it was said that they were for the safety of the passengers and would be appreciated. They are—by passengers refusing to travel by boats where they are so wonderfully looked after. Mr. Francis spoke a true word of warning when he said that presently we should have to face the competition of Manila. If manufacturers and their employees can go there without these Government restrictions, they most certainly will do so.

All the speakers at the meeting spoke very eloquently on the overruling question and, perhaps in theory, they were quite correct. If half their proposed measures were adopted we should not have any plague, as there would be no one able to afford to live in Hongkong. The fact that all these so-called improvements have to be paid for by the consumer of tenant seemed to have been quite overlooked. Make the landlords pull down half their houses, and they will immediately double, or generally triple, their rents for the remaining houses. The poorer Europeans have to pay or else lose their living, which is not always practicable. The same thing applies to all Government intervention: it gives a very plausible excuse for raising the price, an excuse that is invariably acted upon. Again quoting Mr. Francis, economic and political laws do not apply in Hongkong, as the area available is restricted. Quite true. This was recently made apparent to the public of Hongkong by the case brought before the Supreme Court by Mr. Bellios when he pleaded "Ancient Lights." It was then decided that all land in the Colony belonged to the Crown, or in other words to the Government. As the people are the governing body, I cannot see anything illogical in the idea that they should take steps to prevent themselves from being robbed by the people who lease the land from them. It will be said that now I am arguing against myself, first I am against Government interference and now I want it. There is government and government. There is the rule that is governed by matured practical experience and there is also the frivolous irresponsibility of the last passed cede. Unfortunately in this colony we have the latter. Who are our legislators? Officials, who have practically no interest in the colony, they do not suffer by their legislation as they are perfectly independent of the Colony, they come and go, and if the Colony became bankrupt they would still get their hard earned (another quotation) pension. It is very well for Mr. St. John to point to one measure and say that it was impeded by the unofficial members. That in itself shows that they considered the bill a pernicious one. We have all seen how the only member of the Council who would speak up for the people he represented was constantly sat upon. The only good he did was to show the utter utility of bringing grievances before the Council, and made it a bye-word that the most important work of an official was to concoct answers that would convey as little information as possible. H.E. the Officer Administering the Government said that the people were allowed to govern themselves. How can this be true, when things most strongly advocated by the community of Hongkong are vetoed by the Secretary of State? Can it be wondered that the people get tired of politics and public matters when their sage deliberations are over-ridden by officialdom and red-tapeism.

I am afraid I have already overreached too much on your valuable space but hope I have said enough to stay this howling to Government.

I am, etc., ANTI-HUMBURG.

Hongkong, May 4th, 1900.

## THE TROUBLE WITH CHAIR COOLIES AT THE PEAK.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR.—It was with great interest that I read the remarks of Common Sense in your issue of the second instant with regard to the above subject. It is so seldom that one of the Public rises to defend an Official that the letter came quite as a surprise to me, and everybody must admit that the defence of the action of the Magistrate was to the point.

Your correspondent has, however, omitted one important point, possibly through his not being in the Police Court during the hearing of the case, as I unfortunately happened to be. Had he been present he would have heard Mr. Bell's principal witness state in evidence that no complaint of the coolies' disorderly conduct had been made to Mr. Robertson, as their annoyance was "too trivial"; those, I believe, were the words used. This being the case, Mr. Bell justified his letters to the press, that these coolies, in his absence, were apparently proving about all day seeking whom they might devour? Surely, if the coolies were such dangerous characters, as Mr. Bell would make out, terrorizing the Peak residents, it is hardly reasonable to suppose that Mr. Robertson would have had them in his employ for such a number of years.

Yours truly,

ONE OF THE POLICE COURT CROWD.

Hongkong, May 4th, 1900.

## ROYAL HONGKONG YACHT CLUB.

The closing cruise will take place on Sunday, May 6th, leaving Murray Pier at 12.30 p.m. It is particularly requested that yachts will be under way off Murray Pier shortly before time and sail as far as possible in company, following the Commodore.

A launch will leave Murray Pier at the same time for the convenience of members. No arrangements can be made by the Club for tiffin, but there will be tea on board in the afternoon.

At 3 p.m. there will be a Ladies Race, all yachts to be steered entirely by Ladies.—1st Prize presented by the Club, 2nd Prize presented by the Commodore, for the first yacht of the class other than the winner of the first prize.

Course.—From line between the stern of the Hygeia and the launch, round Stonecutters Island, mark boat S.E. of Stonecutters and the Cosmopolitan Dock Buoy, all to port, finishing at the starting line.

Handicap.—All first class yachts to allow Meteor 1 min. and the remainder of second class 3 min.

## THE PLAGUE.

Cases reported to 3rd instant 124  
Do. do. during past 24 hours 4  
Total 128

Deaths reported to 3rd instant 168  
Do. do. during past 24 hours 5  
Total 173

## ENGLISH NURSES INSULTED.

A correspondent of "The Hospital" Nursing, from Cape Town, who has had a chat with Miss Young, one of the last to leave Johannesburg, where she was matron of the hospital when the war broke out, says Miss Young, in conclusion, mentioned the following incident:—"Several English nurses were asked to prepare a small hospital, and later to nurse wounded Boers in an outlying district in the Transvaal. I was one of them. When all was in order and ready for the patients to come in the nurse were sent back after being disgracefully treated, and even spat upon by the Dutch women of the neighbourhood. People in England should know to what indignities we have been subjected by the Boers."

## "HOFFMANN" HONOURED.

On the day on which the news of the relief of Ladysmith was received the national anthem was sung by the company during dinner at several London restaurants. At one, some enthusiastic youngsters, seeing a man in uniform enter, pointed upon him, and, despite his protests, carried him round the room. When he was released, some one asked him the name of his regiment. "Regiment?" was the surprised reply, "I am the doorkeeper!"

## ANOTHER INSULT TO IRELAND.

A line of automobile tourists' coaches is to be run in the Irish Lake district. The route is 55 miles long, and with the present horse traction the journey has to be spread over two days. The roads are very good, but there are two mountain passes which will try the climbing qualities of the motors. If they prove successful all the horse coaches will be abandoned.

## A VITRIFIED CLAY CHURCH.

A new church at Chicago, is built exclusively of vitrified clay, even the window frames are of the same material. The decorative features are white terra cotta. The altars, communion rails, pulpit and front of organ loft are all terra cotta. The entire ceiling is of brick and tile vaulting, the keystones being of terra cotta and the ribs of the arches and groins of moulded terra cotta. There is not an inch of timber or a nail in the entire structure. Its acoustic properties are said to be remarkable.

## MR. CHOATE'S LIST OF IMMORTAL BOOKS.

In a recent speech before the Authors' Club in London, Mr. Choate named four books which he considered immortal. The books are: "Don Quixote," "The Pilgrim's Progress," "Robinson Crusoe," and Isaac Walton's "Complete Angler." The London Spectator explains that Mr. Choate was not thinking of the bright and shining stars of the intellectual firmament such as Homer, Dante, Vergil, Shakespeare, nor of the Bible; but solely of "those specific self-contained books which are most widely read by English-speaking people and which presumably have most influenced them." The Spectator thinks the list not a bad one; but it proceeds to amend it by eliminating two of the four and substituting three others. Of "Robinson Crusoe" and "Pilgrim's Progress" there can be no doubt; they must be given a place in any such list. The Spectator says:

"It is probable that, next to the Bible, no works have ever been more widely read than these, for hundreds of editions of each have been published, not only in English, but in every civilized and some uncivilized languages. If we had to select one self-contained English work which stood out by its glorious imagination, its spiritual import, its profound wisdom and yet its charming simplicity, its pure style, and universal appeal, we should undoubtedly choose 'The Pilgrim's Progress.' But what of Mr. Choate's other two books—'Don Quixote' and 'The Complete Angler'? The former is probably the greatest romance ever composed, the glory of Spanish literature, unrivalled in its kind, brimful of humor, satire, imagination, and knowledge of human nature. It has been frequently translated into English, and the translation of Jarvis in particular is not only faithful but is in itself a very good piece of English literature. But 'Don Quixote' really universally read in England? Or is it one of those numerous works more talked than read? Now, it seems to us essential to the universality and permanence of a book in Mr. Choate's sense of the word that both sexes and all ages beyond immature youth should read and delight in it. The best judges of literature have delighted and will always delight in 'Don Quixote,' but does the average English person delight in that great romance? We doubt it."

Moreover, Walton's book is not at all a universal book, although rare and excellent of its kind. Bacon's 'Essays' should have been included, so also should 'Gulliver's Travels' and 'The Vicar of Wakefield.' 'Putting on one side any single poem, such as 'Paradise Lost' or 'The Ancient Mariner,' masterpieces of human genius? The Spectator thinks that the three works named stand at least as good a chance of immortality as the two named by Mr. Choate to which it has excepted. The writer concludes thus: "But we must add that 'The Pilgrim's Progress' apart, the most permanent of English literature are to be found in her greatest poems. It is these which mark the abiding spiritual and intellectual power of England among the nations."

## THE ATTEMPTED ASSASSINATION OF THE PRINCE OF WALES.

(Australian Telegram.)

Further particulars regarding the attempt to assassinate the Prince of Wales on the railway station at Brussels show that Spidlo, the young anarchist, waited until the servant who was handing the Prince of Wales a cup of tea had withdrawn from the saloon carriage. Spidlo refused to divulge the name of the man who instigated him to commit the act. Her Majesty the Queen has stated in answer to inquiries, that she is quite well, though she was shocked at the news of the attack on the Prince of Wales. Her Majesty expressed herself as being profoundly grateful at the Prince's providential escape. On his arrival at Copenhagen the Prince of Wales received an ovation. His Royal Highness being much touched. He received countless messages of sympathy, the senders including the Pope's delegates and Dr. Leyds, the European representative of the Transvaal Government.

The Belgian Parliament has passed a notice reprobating the crime. The Socialists re-echoed the sentiments of the other members, protesting against Britain's collective crime in South Africa. These remarks caused a tumult in the Chamber. The Emperor Joseph of Austria and the Kaiser called at the British Embassies in Vienna and Berlin respectively to express their sympathy with the Prince of Wales. The honest newspapers on the Continent denounce the danger likely to arise from the reckless abuse of Britain.

At the Pro-Bour meeting in Brussels on Tuesday, at which Spidlo was present, Queen Victoria was described as a red Queen and a match for the red Sultan. The speakers also used vituperative language in connection with the Prince of Wales.

## DOLLARS FOR THE STRAITS.

Simla, April 13th.—The following notification appears in the Gazette of India.—The Governor-General has sanctioned the employment of the mint at Calcutta in the coinage of a silver dollar, called the British dollar, for circulation in the colonies of Hongkong and the Straits Settlements, and his Excellency directs the publication of general information of rules containing conditions on which silver bullion and coin will be received at the mint for coinage into dollars for export to the colonies mentioned from Calcutta. The rules are lengthy and technical.

## CAMPAIGN FEELING IN CANADA.

THE SURRENDER OF CROIXE.

The whole world has seen, and everyone has admired, the noble manner in which the sons of Canada have been fighting in South Africa for the mother country. That, however, writes a representative of the *Pull-Mull Gazette*, who is travelling in the Dominion, is more than the surf of the great wave of Imperial feeling that is now flowing through the whole country. Like the surf, it may be seen from afar. But go nearer, and what do you find? The splendid patriotism of the 3,000 men from Canada who are enduring the hardships of a great campaign is shared to the full by more than three millions left at home.

From what I have seen, and from what I have heard from well informed quarters, I am convinced that, with the possible exception of the lower French and Irish quarters—and even they are turning round—there is not a man in the whole of Canada who would not willingly shed his last drop of blood for England, and there is not a woman in the Dominion who would not encourage him.

On the day on which there came the news of the surrender of Croix, I was travelling for nine hours through New Brunswick and Nova Scotia. Every village and every town was making merry holiday. "There was a little talk some time ago," said one of my fellow-travellers, a well-to-do farmer, "about annexation. We said at the time, 'Never never shall that be,' and here is our answer to that useless cry." He pointed to the Union Jack that was everywhere flying, and the sound of the joy-bells that were pealing for England's victory.

Those loyal New Brunswickers who were my fellow-travellers had had never seen England. Yet they are English through and through, and the enthusiastic way in which they speak of the mother country does the heart of an Englishman good to hear.

Two days later came the news of the relief of Ladysmith. It arrived too late for the first edition of the morning papers, and was not generally known until after breakfast. St. John, New Brunswick, where I happened to be staying at the time, did at once, without a moment's hesitation or preparation, what some towns even in England might have taken a week to do. The mayor, Mr. Sears, proclaimed immediately a public holiday. Every place of business throughout the town closed at once. Royal salutes of twenty-one guns were fired at noon and again at night. St. John is a town of 50,000 inhabitants, and at least 20,000 people, despite the snow that fell heavily throughout the day, were in the street, singing in the accompaniment of military and civilian bands the National Anthem and "Soldiers of the Queen." Not only men, women, and children, but also horses and dogs wore flags and Union Jacks. Every private house and public building was gay with red, white, and blue of old England. It was the work of less than an hour. Sleigh parties, gorgeous in patriotic decorations, crowded the streets throughout the day, and when during the afternoon the mayor addressed an assembly of 10,000 people in King-square, his reference to the "great heart and master brain of England" evoked cheers that were heard for miles round. At night, bonfires blazed and bands continued to parade the town, perfect order prevailing throughout the rejoicings.

What happened at St. John that day was typical of practically every town in the Dominion. Canada, in a word, loves England with a love that surpasses the love of woman.

## ACCOUCHEMENT OF THE DUCHESS OF YORK.

BIRTH OF A PRINCE.

LONDON, 31st March.

The Duchess of York gave birth to a son at half-past seven o'clock this morning. The bulletin, signed "John Williams, M.D., and Alan Reeve Manby, M.D.," issued at Sandringham, contains the gratifying statement that her Royal Highness and the infant Prince are doing well. The new Prince is the third son of the Duke and Duchess of York; his brothers are Prince Edward Albert Christian George Andrew Patrick David of York, born on June 23, 1894, and Prince Albert Frederick Arthur George of York, born December 14, 1895. A Princess, Victoria Alexandra Alice Mary of York, was born on April 25, 1897.

The following is the official bulletin:—"Her Royal Highness the Duchess of York gave birth to a son at half-past seven o'clock. Her Royal Highness and the infant Prince are doing well." (Signed) "JOHN WILLIAMS, M.D., ALAN REEVE MANBY, M.D."

## THE WATER SYSTEM OF POMPEII.

Pompeii, like most Roman cities, had an excellent water system, but we are able to judge of the systems in other places only by the small remains in Pompeii; the whole system has been laid bare, and in "Pompeii Its Life and Arts," by August Mann, translated by Prof. Francis W. Kelsey, there is an interesting description of the water supply of the city. Remains of the great aqueduct near Avellino, a dozen miles east of Nola, have been discovered and this aqueduct followed the base of Vesuvius and furnished water to Naples, Puteoli, Baiae and Misenum, but the sources from which Pompeii received its water supply have not been discovered. The construction of the older baths showed that a free use of water was contemplated. There were many fountains, along the streets, most of them at the corners. They were filled by pipes connected with the water system of that city, and these fountains have been worn in the stone by the handsof those who leaned forward to drink. Water towers were found at the sides of streets, they were small pillars of masonry which were raised to the height of 20 feet. There was a small reservoir of water on the top presumably of metal. In all the houses of any size and importance there were fountains. Thus, in the famous house of the Vetii which was discovered a few years ago there are no less than sixteen fountains, and water is not stunted in any of the three baths which have been discovered. The water-pipes were made of sheet lead folded together, the transverse section somewhat resembling that of a pear. Their size was regulated by the pressure, and the water was turned on and off by stop-cocks which were made much like those in use to-day.

## A MUSIC LIBRARY IN GENEVA.

A unique enterprise of certain music dealers in Geneva may be of interest to our readers. These dealers keep very large stocks of all kinds of classical and popular music, to all of which access may be had for a subscription fee of 50 cents a month, depending upon the number of pieces taken. Thus, three pieces may be taken for 50 cents a month or \$2.00 a year, and twelve pieces of music at a time for \$1.00 a month or \$5 per year. This is a great boon to students who cannot afford to buy at will, and the dealers are being well repaid for their enterprise.

## SHIPPING REPORTS.

Capt. H. L. Allen, of the steamship *Yangtze*, from Shanghai, reports:—Fine weather throughout.

Captain J. Jenkins, of the steamship *Pakistan*, from Saigon, reports:—Strong N.E. winds and moderate sea.

Capt. H. Fuchs, of the steamship *Sarnia*, from Singapore and Hamburg, reports:—Light and moderate N.E. winds.

Capt. Finlayson, of the steamship *Manchong*, from Tientsin, reports:—Light N.E. winds, cloudy and hazy throughout the voyage.

Capt. J. Murray, of the steamship *Abegweit*, from Portland (Oregon), via Japan ports, reports:—Terrible weather all across the Pacific.

Captain J. H. Goodwin, of the steamship *Dionaea*, from Singapore, reports:—First part light N.E. winds, and the later part strong and showery.

Capt. Johnston, of the steamship *Albion*, from Bangkok, via Koh-i-chang, reports:—To Pulo Obi had variable winds and weather, thence to port fresh to strong N.E. winds and dirty weather.

Capt. H. Bathurst, of the steamship *Hailong*, from Swatow, reports:—Light variable winds and clear weather. Vessels in port on the 3rd inst.:—*Kuening, Chinkiang, Taiwan, Chongfa, and Peichih*.

## NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1899.

Barometer..... 29.867

Thermometer..... 76.2

Humidity..... 84.0

Rainfall..... 15.0

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer..... 30.04 29.95

Temperature..... 79 75

Humidity..... 75 71

Rainfall..... 0 0

TO-DAY.

Friday, 4th May, 1900.

Chinese—6th of 4th moon of 26th year of Kwang-shi.

Sun—Rises..... 5hr. 37min.

Sets..... 5hr. 26min.

High water—Morning..... 5hr. 39min.

Afternoon..... 1hr. 39min.

Low water—Morning..... 4hr. 40min.

Afternoon..... 7hr. 12min.

ANNIVERSARIES.

1839—The imprisonment of the foreign community at Canton ended.

1869—The *S.S. Camilla* plundered by pirates near Hongkong.

1874—Riot in the French Concession at Shanghai.

1884—Roman Catholic Cathedral at Peking inaugurated.

1891—The Sunday-Cargo-Working Ordinance passed.

1897—Charity Bazaar disaster at Paris; over 140 lives lost.

1898—Spanish Atlantic fleet assembling at Cadix.

1899—Extension of Shanghai settlement finally settled satisfactorily.

TO-MORROW.

Saturday, 5th May, 1900.

Chinese—7th of 4th moon of 26th year of Kwang-shi.

Sun—Rises..... 5hr. 37min.

Sets..... 5hr. 26min.

High water—Morning..... 5hr. 40min.

Afternoon..... 1hr. 40min.

Low water—Morning..... 4hr. 41min.

Afternoon..... 7hr. 13min.

ANNIVERSARIES.

1821—Napoleon Bonaparte died.

1826—Empress Eugenie born.

1842—British troops evacuated Ningpo.

1861—Bonaparte raid at Swatow.

1871—The *Dolores Ugarte*, coolie ship, burnt near Macao.

1897—Anglo-American Arbitration Treaty finally rejected by the U.S. Senate.

1898—Sister Gertrude died of plague at Civil Hospital.

1899—"C" Co's Machine Gun Co., H.K.V.C. formed.

## AGENDA.

TO-DAY.

8 p.m.—Regular Meeting of the "Lion and Rose" Lodge at Club rooms, 20, Queen's Road Central.

TO-MORROW.

4 p.m.—C. M. S. N. Co's steamer *Yangtze* leaves for Marseilles and London via Manila.

Noon—Cango ex *Chinghai* subject to rent.

Noon—L. C. S. N. Co's steamer *Yuenang* leaves for Manila.

MONDAY, 7th.

4 p.m.—N. Y. K. steamer *Idzuma Maru* leaves for Victoria B.C. etc.

C. N. Co's steamer *Shantung* leaves for Hailo.

TUESDAY, 8th.

N. L. steamer *Konigsberg* leaves for Havre and Hamburg.

D. & Co's steamer *St. Regulus* leaves for New York via Suez Canal.

Noon—T. K. K. steamer *Hongkong Maru* leaves for San Francisco, etc.

Cargo ex *Hamburg* subject to rent.

5 p.m.—Arrival of the H.M.S. *Terrible*.

WEDNESDAY, 9th.

4 p.m.—Smoking Concert in honour of the *Terrible* at City Hall.

2.15 p.m.—Special Meeting of Her Majesty's Justices of the Peace at the Magistracy.

5 p.m.—Review of the crew of the *Terrible* on new Parade Ground.

Cargo ex *Henarig* subject to rent.

THURSDAY, 10th.

N. P. S. Co's steamer *Queen Adelaide* leaves for Victoria B.C. and Tacoma.

C. N. Co's steamer *Nanchang* leaves for Tientsin.

9 p.m.—Mr. Henry Dallas Company "The Geisha" at City Hall.

FRIDAY, 11th.

2.15 p.m.—Enquiry of the death of the Indian Soldier.

## SHIPPING AND MAIL NEWS.

MAHLS DUE.

American (*China*) 6th inst.

French (*Salazie*) 7th inst.

Canadian (*Empress of Japan*) 10th inst.

American (*Doric*) 15th inst.

American (*Nippon Maru*) 23rd inst.

The Canadian Pacific Railway Co's R.M.S. *Empress of China*, arrived at New York 3rd inst.

The P. M. S. S. Co's steamer *China*, with Mail &c., left Shanghai for this port, this morning at daylight.

The N. Y. K. steamer *Idzuma Maru* (Europe Line) left Singapore for this port to-day, 4th inst., and is expected to arrive here on the 8th inst.

## HONGKONG AND WHAMPOA DOCK REPORTS.

*Isa de Cuba*..... at Kowloon Dock.

U.S.S. *Monterey*..... " "

H.M.S. *Brisk*..... " "

H.M.S. *Robin*..... " "

*Zaire*..... " "

*Sham*..... " "

*Progress*..... " "

*Taiyuan*..... " "

*D. Juan d'Australia*..... Cosmopolitan "

*Independent*..... " "

*Bevoeng*..... " "

## PASSED THE CANAL.

Outward—25th April—*Antenor, Healden, Sackten, St. Mary, Almond, Brauch*.

Homeward—21st April—*Savola*. 23th April—*Cathas, Parumattin, Sydney*.

Arrivals at Home—25th April—*St. Mark, State of Anthe, Sarpedon*.

## Shipping.

Arrivals.

PAKSHAN, British steamer, 1,255, J. Jenkins, 3rd May—Saigon 28th April, Rice and Meal.—Bradley & Co.

BROADMAYNE, British steamer, 1,500, Haynes, 3rd May—Polo, Samsol 27th April, Kerosine.—Meyer & Co.

NANCHANG, British steamer, 1,060, Finlayson, 3rd May—Tientsin 27th April, General.—Battenfeld & Swire.

ALBION, British steamer, 649, Johnston, 3rd April, General.—Jardine, Matheson & Co.

SARNIA, German steamer, 3,200, H. Fuchs, 4th May—Hamburg and Singapore 28th April, General.—Carlowitz & Co.

DIOMED, British steamer, 3,005, J. H. Goodwin, 4th May—Singapore 28th April, General.—Butterfield & Swire.

HAILONG, British steamer, 783, H. Bathurst, 4th May—Swatow 3rd May, General.—Douglas, Laiprak & Co.

AMERIGLIE, British steamer, 2,438, J. Murray, 4th May—Portland, Or. via Japan Ports 28th May, Flour and General.—Doddwell & Co., Ltd.

ARIAKE MARU, Japanese steamer, 1,887, M. Yamamoto, 4th May—Karasu 29th April, Coal.—Order.

HERMES, Norwegian steamer, 849, J. C. Jensen, 4th May—Canton 4th May, Coal.—Jardine, Matheson & Co.

YANGTZE, British steamer, 4,149, H. L. Allen, 4th May—Shanghai 1st May, General.—Jardine, Matheson & Co.

TAISANG, British steamer, 1,540, P. W. B. Lake, 4th May—Canton 4th May, General.—Jardine, Matheson & Co.

## Clearances at the Harbour Office.

*Yangtze*, British str., for Manila.

*Saizong*, British str., for Samsol.

*Yuenang*, British str., for Hongkong.

*Hailan*, French str., for Hailow.

*Tsurutan Maru*, Jap. str., for Kutchinotzu.

*Ariake Maru*, Japanese str., for Manila.

*Kongnan*, British str., for Canton.

*Hermes*, Norwegian str., for Hongkong.

*Ision*, British str., for Singapore.

*Loongang*, British str., for Manila.

*Kwai Lum*, British steam-launch, for Macao.

## Departures.

May 4, *Easton*, British str., for Australia.

May 4, *Hainan*, British str., for Swatow.

May 4, *Tamba Maru*, Jap. str., for Singapore.

May 4, *Sambila*, German str., for Yokohama.

May 4, *Malacca*, British str., for Singapore.

May 4, *Henarig*, British str., for Manila.

May 4, *Loongang*, British str., for Manila.

May 4, *Ision*, British str., for Singapore.

May 4, *Sabine Rickmers*, Brit. str., for Canton.

May 4, *Nanchang*, British str., for Canton.

May 4, *Frans Schuilde*, Danish bark, for Macao.

## Passengers—Arrived.

Per *Pakistan*, from Saigon—150 Chinese.

Per *Nanchang*, from Tientsin—6 Chinese.

Per *Dionaea*, from Singapore—150 Chinese.

Per *Hailong*, from Swatow—Mr. Clausen, and 139 Chinese.

Per *Sarnia*, from Singapore—Capt. Witt and family, Engr. Dehrendt and 170 Chinese.

## STEAMERS EXPECTED.

Ship	From	Date
China	Shanghai	May 6th
Agamemnon	Singapore	May 6th
Salazie	Singapore	May 7th
Gisela	Singapore	May 8th
Imba Maru	Singapore	May 8th
Empress of Japan	Singapore	May 10th
Doric	San Francisco	May 15th
Hiroshima Maru	Bombay	May 18th
Nippon Maru	San Francisco	May 23rd

We would direct the attention of shipping firms to the fact that the "Prestige" and "Prestige" are now published in this



## Auction.

**PARTICULARS**  
OF  
VALUABLE LEASEHOLD PROPERTY,  
situate on  
THE NEW PAVIA, DESVOUX ROAD  
and  
GILMAN STREET,  
Being the Reclamation of Marine Lot No. 55,  
at Victoria, Hongkong,  
to be sold by  
**PUBLIC AUCTION,**  
in 10 lots.

on  
SATURDAY, MAY 4, 1900,  
at his Auction Rooms, DUBBEL STREET,  
by  
MR. GEO. P. LAMMERT,  
Auctioneer.

**Lot No. 1.**—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,200 square feet.

**Lot No. 2.**—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet.

**Lot No. 3.**—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.

**Lot No. 4.**—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.

**Lot No. 5.**—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet.

**Lot No. 6.**—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 7.**—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 8.**—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 9.**—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 10.**—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 11.**—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 12.**—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 13.**—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 14.**—All that piece of ground intended to be registered in the Land Office as Section N of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 15.**—All that piece of ground intended to be registered in the Land Office as Section O of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 16.**—All that piece of ground intended to be registered in the Land Office as Section P of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 17.**—All that piece of ground intended to be registered in the Land Office as Section Q of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 18.**—All that piece of ground intended to be registered in the Land Office as Section R of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 19.**—All that piece of ground intended to be registered in the Land Office as Section S of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 20.**—All that piece of ground intended to be registered in the Land Office as Section T of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 21.**—All that piece of ground intended to be registered in the Land Office as Section U of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 22.**—All that piece of ground intended to be registered in the Land Office as Section V of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 23.**—All that piece of ground intended to be registered in the Land Office as Section W of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 24.**—All that piece of ground intended to be registered in the Land Office as Section X of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 25.**—All that piece of ground intended to be registered in the Land Office as Section Y of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 26.**—All that piece of ground intended to be registered in the Land Office as Section Z of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 27.**—All that piece of ground intended to be registered in the Land Office as Section AA of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 28.**—All that piece of ground intended to be registered in the Land Office as Section AB of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 29.**—All that piece of ground intended to be registered in the Land Office as Section AC of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 30.**—All that piece of ground intended to be registered in the Land Office as Section AD of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 31.**—All that piece of ground intended to be registered in the Land Office as Section AE of the Reclamation of Marine Lot No. 55 area 781 square feet.

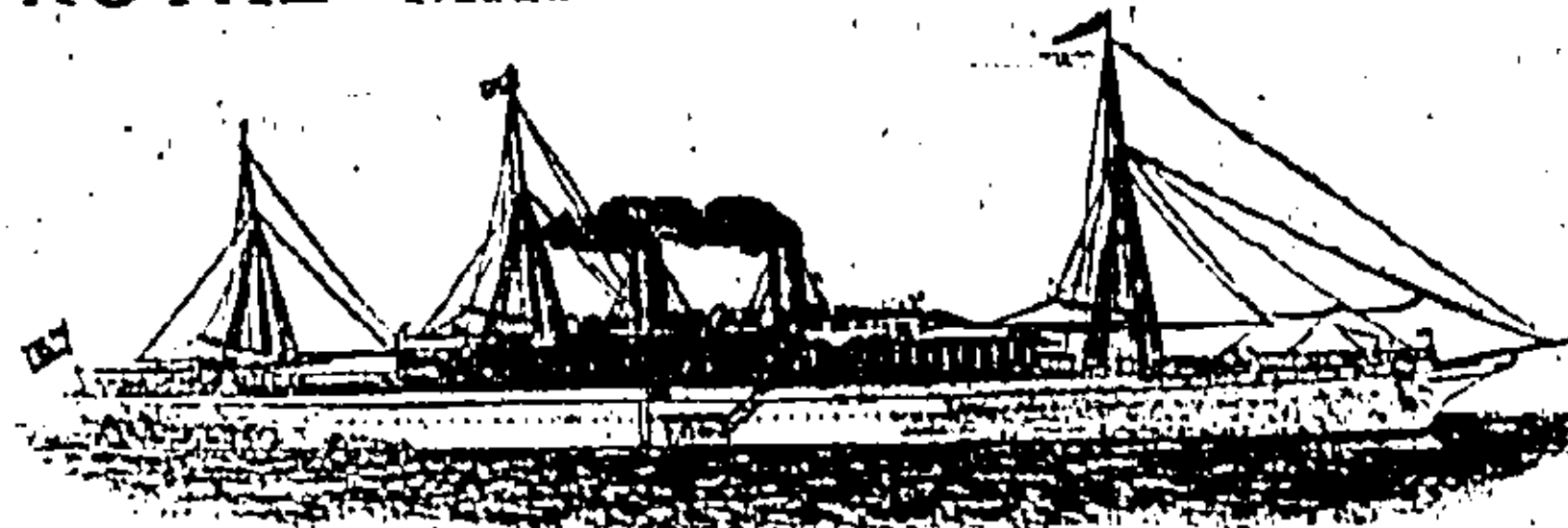
**Lot No. 32.**—All that piece of ground intended to be registered in the Land Office as Section AF of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 33.**—All that piece of ground intended to be registered in the Land Office as Section AG of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 34.**—All that piece of ground intended to be registered in the Land Office as Section AH of the Reclamation of Marine Lot No. 55 area 781 square feet.

**Lot No. 35.**—All that piece of ground intended to be registered in the Land Office as Section AI of the Reclamation of Marine Lot No. 55 area 781 square feet.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Patten's Street, 13.  
Hongkong, 25th April, 1900.

NORTH PACIFIC  
STEAMSHIP COMPANIES.

FOR SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

**PROPOSED SAILINGS FROM HONGKONG.**  
FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTH PACIFIC RAILWAY CO.

Queen Adelaide...2,832...F. McNair...May 10.  
Duke of York...3,821...J. S. Cox...May 15.  
Victoria...3,502...Panton...May 29.

Also  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire...2,874...W. A. Evans...May 19.  
Boswell...3,601...W. Watt...June 9.  
Monmouthshire...2,874...W. A. Evans...Aug. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESSE carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.  
Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to  
DODD, WELLS & CO., LIMITED,  
General Agents.  
Hongkong, 30th April, 1900.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

**PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.**

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.  
Strathgyle...5,023...about...May 20.  
Belgian King...3,379...about...June 5.  
Thyra...3,812...about...July 8.

THE Steamship  
"STRATHGYLE"  
will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 1st May, 1900.

Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 17th April, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU... M. J. Cornow	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	MONDAY, 7th May, at 4 P.M.
INABA MARU... W. Bainbridge	NAGASAKI, KOBE and YOKO- HAMA	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU... W. Townsend	MARSEILLES, LONDON & ANT- WERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
KASUGA MARU... E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(Freight Service.)

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	8th May.	Freight and Passage.
BAMBERG... Jacoby	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	24th May.	Freight.
*SARNA... Fuchs	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 6th June.	Freight and Passage.
SAMHIA... G. Schmidt	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 20th June.	Freight.
AMBRIA... Burmeister	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 27th June.	Freight.

\*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
HONGKONG MARU  
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Tuesday, 26th June, at Noon.

THE Steamship  
"HONGKONG MARU"  
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 14th April, 1900.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)  
Thursday, 5th July, at Noon.

THE U.S. Mail Steamship  
"CHINA"  
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 1st May, 1900.

## Intimations.

## NOTICE.

A SPECIAL MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRACY at 2.15 P.M. on WEDNESDAY, the 9th day of May, A.D. 1900, for the purpose of considering an application from one Mrs. CATHERINE ALICE BRIDGMAN for the transfer of her adjacent licence for the retail sale of intoxicating liquors as an adjunct to the Business as Hotel Keeper on the premises situate at House No. 8, ICE HOUSE STREET, under the Sign of "THE WAVERLEY HOTEL" to one Mrs. ELIZABETH FRANCES STANTON.  
H. H. J. COMPERTZ,  
Acting Police Magistrate.

Magistracy,  
Hongkong, 28th April, 1900.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 13414/13421, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One Month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 10th April, 1900.

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.  
Warrants will be issued on the 1st May.  
By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 30th April, 1900.

## THE PUNJON MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.  
W. H. GASKELL,  
Secretary.

Hongkong, 17th April, 1900.

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,  
5, D'Aguiar Street.  
Hongkong, 27th April, 1900.

## NEW GOODS.

PLENTY  
IN  
HAND.

D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.

## MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

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MITSUI BUSSAN KAISHA,  
M. FUJISE,  
Manager.  
Hongkong, 11th December, 1899.

WORTH A GUINEA A BOX.

BEECHAM'S  
PILLS.

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.



# THE PRINCESS CHRISTIAN HOSPITAL TRAIN FOR SOUTH AFRICA.

The military hospital train, which was recently built by the Birmingham Railway Carriage and Wagon Company, Limited, of Birmingham, England, was in many ways a remarkable piece of engineering, and interesting not only on account of the fact that it is the first really efficient hospital train ever built in England, but because of its superior finish and the quick time in which it was built.

The train itself consists of seven coaches or carriages each 36 feet in length. They run on ordinary bogies and are fitted throughout with the vacuum brake. The first two coaches are each sub-divided into three compartments. The first compartment in the former coach has been ingeniously fitted with cupboards for storing linen, bandages, and the necessary paraphernalia essential to a fully-equipped travelling hospital. At the extreme end of the compartment is a large chest for soiled linen which is lined with zinc and well ventilated. The second compartment contains beds for two wounded or invalid officers, and is nicely furnished. These beds, however, are so designed that they act the double purpose of seats by day and beds by night. The third compartment is similarly fitted for two lady nurses.

The second coach is probably the most interesting, the three compartments into which it is divided comprising a doctor's room, dining room, and surgery. The last is equipped with shelves and racks for holding bottles and glasses, and so arranged that there is no fear of their being broken through the moving of the train. Along one side of this compartment runs a wide bench for dispensing purposes, while sufficient space is left for an operating table.

The next four coaches are known as the wards, and are fitted alike. Each coach contains twenty-two beds, eighteen for invalids and four for the orderlies. The arrangement of these beds is both ingenious and unique. They are ranged on either side of the coaches in three tiers, leaving a passageway, 2 feet 6 inches in width, down the center of the coach. The beds themselves consist of a light iron frame, on which a hair mattress is placed. These frames rest on iron brackets securely fixed to the sides of the compartment at the requisite height. When it is desired to place a patient on a bed, the frame with its mattress is taken down, carried to the ambulance, and the invalid laid upon it. The bed is then lifted back into the carriage and raised to the required level by an ingenious arrangement of pulleys, leaving the other bearer free to guide it to its proper position.

The first compartment of the last coach is an extremely up-to-date kitchen with a 4-foot 6-inch cooking range. Adjoining this is the compartment for the guard, and beyond that is the larger or pantry. Every available corner from one end of the train to the other has been called into requisition. Lockers, drawers, shelves, and racks have been constructed in the most wonderful fashion in every conceivable nook and corner. Even the roof of some of the coaches has been utilized and turned into natty little cupboards. Every coach can boast of a lavatory and chest, as well as a small stove for heating a kettle of water when required. The interior of the coaches is most beautifully finished in white enamel, which gives it a cheerful appearance and the impression of plenty of room. The train is built on the corridor principle, and one can walk right through its whole length, passing from ward to ward, for a distance of over two hundred feet.

It may interest many to know that the cost of this unique hospital on wheels was only £7,000 or about \$70,000.

The whole seven coaches were ready for shipment within ten weeks after contract was signed.

# AN ADMIRALTY BOARD FOR THE U.S. NAVY.

It is announced that in a few days there will be promulgated an order, signed by Secretary Long, which will create a board of officers of high rank, corresponding to the General Staff or Admiralty Board of European naval powers, with Admiral Dewey at its head. It is stated that this board will constitute a permanent strategic committee, whose duty it will be to maintain the navy at a high standard of efficiency, to arrange for home defence, and for the operation of our fleets, and in times of war to advise the government as to the proper strategy to be employed. The General Staff consist of six ex-officio members all of them naval officers. At the head of it will be the admiral of the navy. It will also include the Chief of the Bureau of Navigation, the Chief Intelligence Officer of the navy and his principal assistant, and the President of the War College and his principal assistant; the three other members are to be officers of the grade of a commander or higher.

[We are very sorry for the United States Navy. An Admiralty Board is only a ingenious device for the successful practise of the art of How not to do it.]

# REMOVING OBSTRUCTIONS IN SAN FRANCISCO BAY.

Removal of some of the most important of the obstructions to navigation which exist in the harbour of San Francisco has been undertaken by the government and is now on the way. The present movement contemplates obliteration of Arch and Stag Rocks and two of the neighboring shoals comprising altogether some fifty thousand square feet of low, conglomerate rock. The obstructions referred to lie to the northwest of Alcatraz Island dividing the channel between it and Angel Island in two and forming dangerous currents in a portion of the bay right in the path of the most largely frequented route of passenger and freight traffic. The work will not be completed under two years, but when finished, will remove obstructions which have caused numerous wrecks and the loss of many lives.

# THE TELEGRAPH AT VICTORIA NYANZA.

The completion of the telegraph from the Indian Ocean to Victoria Nyanza puts the world in communication with the sources of the Nile. The telegraph line has been completed as far as Ripon Falls, which is the point where the White Nile leaves the lake. The people of Lower Egypt will now be able to tell what the water conditions of the Lower Nile will be for months in advance, so that they can regulate quantities to be taken from the Nile for irrigation purposes. Information as to the state of the water in the Upper Nile would sometimes be worth millions of dollars to Lower Egypt. At present despatches from Victoria Nyanza will have to be sent by steamers to be put on the cable at Zanzibar. This will, of course, delay messages for several days, but five years ago, says the *New York Sun* when the building of this line and the railroad alongside of it was commenced, the shortest time in which the news from the lake could reach Europe was about four months.

# UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F.  
Alao  
Abdoolhoosen  
Ah Teo  
Allen  
Aenolis, D.  
Austin, Lieut.-Col.  
G. B.  
Adams, Miss C. A.  
Among, E. N.  
Aldenborg, L.  
Abraham, H.  
Agon, D. J.  
Martin, E.  
Missus, S.  
Buckley, P.  
Brown, Brothers N. P.  
Blake, D. H.  
Billaraza  
Breed, Dr. R. M.  
Bee, H.  
Buggard, G.  
Bowel, M.  
Blum, Mrs.  
Brewer, Mrs. M.  
Bracke, G.  
Morland, D. C.  
Burdur, R. A.  
Bruce, Mrs.  
Banister, D. R.  
Budge, J. W.  
Baeson, B. D.  
Baker, W.  
Basto, C.  
Barrett, J.  
Boyle, Mrs. L.  
Baker, Coley H.  
Blair, R. E.  
Blake, R. E.  
Buckholson, W.  
Bland, H. F. B.  
Bodum, G.  
Briefly, J.  
Beelece  
Barkle, T. M.  
Chung-lee, W. P.  
Cater  
Calder, W.  
Charles, Mrs. J.  
Cassy, M. J.  
Cannell, W. E.  
Ching Bit Sang  
Chinoy, D. N.  
Clark, A. F.  
Cuswick, D. J.  
Cannings Miss M.  
Cito, Mrs. M. O.  
Cagence, L.  
Colbert, A.  
Conner, L.  
Champion, J. F.  
Ceresole, L.  
Charles, Jos.  
Channing, S.  
Cooper, H. N.  
Cooper, H. N.  
Crawford, J.  
Cohen, C. N.  
Chotermol, K. A. J.  
Cemming, Miss H.  
Coheng, J. A.  
Cruz, D. J.  
Champion, Miss M.  
Dellin, Miss L.  
Dough, R. H.  
Darrity, G. B.  
Dirrel, B.  
Daoguo, N. J.  
Dowrie, Miss D.  
Davis, J.  
Dunan, W.  
Denny, G. R.  
Droghida  
Dammor  
Dobberke, H.  
Drummond  
E. M. S. S. Co.  
Echaporra, P. S.  
Ehody, J. E.  
Ellias, D. H.  
Emile, P.  
Evans, F. H.  
Eckelhardt  
Eastwood, O. E.  
Effner, E.  
Figueida, H.  
Forrest, Miss A.  
Finlay, Rev. W. H.  
Fisher, E. C.  
Fleischer, M.  
Forster  
Farmer, L. B.  
Futakias, R.  
Frisler, G. E.  
Francisca, Botelho  
Fraser, J.  
Freidman, Miss R.  
Fouler, Mrs. L.  
Fise, D.  
George, Miss A.  
George, H. A. P.  
Gibson, N. A.  
Glover, L. H.  
Gritto, B.  
Guillanne, Rev. C.  
Gambell, E. R.  
Greves, J. C.  
Gasser, Garza  
Gibson, W. S.  
Groundwater  
George, G. F. S.  
Griffes, J. B.  
Guillanne, Capt.  
Gonsales, S. J.  
Gracey, S. L.  
Gritti  
Grant, J.  
Gillard, H.  
Gorham, Miss A.  
Gatgals, T.  
Hamilton, Miss E.  
Hendee, L.  
Humphry, R. A.  
Humphry, J. L.  
Halsey  
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Hall, J. R.  
Hautier  
Holtan, Mrs.  
Hunt, G.  
Hopkins, Miss L.  
Houston, H. H.  
Haller, J. T. W.  
Hall, P.  
Holder, G. G.  
Holder, Miss S.  
Hambury, N.  
Howard, Miss M.  
Haw, M. S.  
Hollow, Miss.  
Horanjan  
Hermanus  
Harrington, S. E.  
Holden, S. B.  
Howard  
Hille, Captain F.  
Hallway, Mrs. J.  
Hillman  
Hamilton, M.  
Heise, F.  
Hansen, W. E.  
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Japan Importing and  
Exporting Co.  
Jau, Am San  
Johnson, W. E.  
Jocelyn, Mrs. F.  
King, K.

Kelle, Lieut. J. A.  
Knox, J. W.  
Karnaja, B. P.  
Kynacow, H.  
Kwole, Chut  
Kappel, A.  
Klatte, F.  
Kynoch, G. W.  
King, G. C.  
Leggatt, R. K.  
Loothien  
Lewis, C. M.  
Linswore, E.  
Lange, W.  
Legner, H. T.  
Leslie, Mr. H.  
Laird, P.  
Liberge, M. C.  
Liddell, P. McC.  
Lord Miss H. P.  
Laudinber, J. A.  
Lucken, B.  
Lomox, R. W.  
Liblain  
Latta, R. L.  
Lum Cheung  
Lopez, Mr. C.  
Liddell, Mrs. P.  
Lushkur, S.  
Luthens, Rosing & Co.  
Lemey, W. E.  
Lita, Miss M.  
Lind, H. G.

# List of Registered Covers in Poste Restante.

Asa Singh  
Armstrong, A.  
Abdul Karim  
Allah Deen  
Allah Dillah  
Bansakha Singh  
Bansakha Singh  
Blake, J.  
Boota Singh  
Bitta, (Sepoy)  
Blake, E.  
Bagat Singh  
Baggoe  
Baker, W.  
Bisnee, R. G.  
Benning, Geo.  
Brater  
Catescos, Dr. F.  
Candich, P.  
Collins, J.  
Cheong, James  
Chanda Singh  
Ceresole, L.  
Cross, R.  
Denis, A.  
David, S. S.  
Drummond, E.  
Duggan, C. W.  
Dabir Bux  
Ekman, Miss Ida  
Elins, A.  
Eaton, S.  
Pfeiler, B.  
Palmer F.  
Prosoruttion, C. F.  
Packwood, A. T.  
Pow Kee & Co.  
Pybrun, N.  
Peais, Lieut. C.  
Peter, D. J.  
Pigot, Mrs. B.  
Pereira, M. A. R.  
Pillery, V. A. M.  
Pigot, M. S.  
Pigum, Rev.  
Gujar Singh  
Grubberg, Y.  
Russell, C. L. P.  
Rudermann, T.  
Robertson, M.  
Robinson, Mrs.  
Robbins, E.  
Rivers, Mrs. W.  
Robertson, Mrs.  
Rafael Allen Li  
Richardson, F. W.  
Rogers, Mrs.  
Reutens,  
Renault, A.  
Rumsey, J. M.  
Rehmoohay  
Ritchel, N.  
Ringhouse, T.  
Randall, B. C.  
Rosario, P. C. A.  
Rosa, Daniel  
Riley, C. C.  
Scott, R. A.  
Smith, E. H.  
Smith, J. P.  
Saldanha, D.  
Serperie, J.  
Sisk, T. H.  
Stone, Miss F. G.  
Stohp, A.  
Switzer, Mrs. J. S.  
Scourin, T.  
Setzke, D.  
Scott, Hon. B.  
Smith, E. H.  
Sprague, W. N.  
Shaw, N. A.  
Schanber, P.  
Squeen, H. G.  
Sargood, W. E.  
Sulleng, P.  
Steaforth, Miss  
Scudder, Mrs. K.  
Salenga, F.  
Singman  
Senco, Dr. A. F.  
Sang Fui  
Schoonover, Sargood, P. D.  
Santos, A.  
Stewart, E.  
Simmons, Mrs.  
Slight, W. H.  
Signora, A.  
See Chang  
Sukerman, R.  
Shillen, A.  
Sopper, Miss  
Smith, H.  
Sunderland, Mrs. A. M.  
Stoja, G. A.  
Stafford, T. C.  
Sanders, Jose M.  
Sonenzult, Ph.  
Thomson, R.  
Trihuan, H. S.  
T. G. Mons  
Thomson, R. M.  
Thanaaka  
Tutor, Miss H.  
Tocher, M.  
Thihandier, C.  
Toga, Mrs.  
Togsonstant  
Tatam, John  
Touance, J.  
Takkin  
Tames, J.  
Taylor, J. H.  
Throelmlolton  
Theilussion, Miss  
Torrance  
Taylor, A. W.  
Ting, Mrs.  
Umkie, S.  
Unternehmung  
Vernon, M. A.  
Vaico, Mrs.  
Vesty  
Van Hootie, Gen. Rv.  
E. F.  
Vantini, A. A.  
Verschunig, G.

# List of Registered Covers for Merchant Ships.

S.S. *Eolus* ..... C. Larson.  
S.S. *Eolus* ..... T. Williams. (2)  
S.S. *Eolus* ..... Capt. Kirkwood. (2)  
S.S. *Alcinous* ..... H. Thompson.  
S.S. *Clyde* ..... Hamilton Naphcote.  
S.S. *Dalry* ..... Capt. Beighon.  
S.S. *Dioned* ..... J. Fleming (Baker). (2)  
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S.S. *Hsiping* ..... R. Macfarlane. (passenger).  
S.S. *Ision* ..... J. M. Roberts.  
S.S. *Ision* ..... J. Ward.  
S.S. *Ision* ..... A. C. Sherry.  
S.S. *Nanchang* ..... W. Hunter.  
S.S. *Nesior* ..... J. C. Baird.  
S.S. *Nippon Maru* ..... James Cameron.  
S.S. *Oceana* ..... W. L. Patterson.  
S.S. *Patroclus* ..... D. Pritchard.  
S.S. *Phranang* ..... Chief Engineer.  
S.S. *Strathgyle* ..... J. Dawson.  
S.S. *Strathgyle* ..... A. MacIntyre.  
S.S. *Strathgyle* ..... Capt. J. R. Gordon.  
Man of War *Suma* ...

# Intimations.

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:— J. J. F. Office of This Paper.

Hongkong, 10th March, 1900.

# NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1899.

# Intimations.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

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Estimates given for all kinds of Electrical work.

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Hongkong, 18th January, 1898.

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CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

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RIGAUD'S White Violet EXTRACT

This fugative and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of RIGAUD'S Extract

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IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898.

# SIEN TING, SURGEON DENTIST.

No. 14, DAGUANG STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898.

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NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

Geo. T. Rav, British ship, Spicer, Slemsson, & Co.

# Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 5th instant, at Noon.

This Steamer has Superior Accommodation for First-Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th May, 1900. [527b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIK,"

Captain George, will be despatched as above TO-MORROW, the 5th instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th May, 1900. [555b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 5th instant, at 5 A.M.

For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers.

Hongkong, 3rd May, 1900. [571b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KALGAN,"

Captain Laver, will be despatched as above TO-MORROW, the 5th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [569b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR LOILO.

THE Company's Steamship

"SHANTUNG,"

Captain - Saier, will be despatched, as above on MONDAY, the 7th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [558b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ST. REGULUS,"

will be despatched for the above Port on or about TUESDAY, the 8th May.

For Freight, apply to DODD & CO., LIMITED, Agents.

Hongkong, 28th April, 1900. [496b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on THURSDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1900. [564b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"

Captain Nish, will be despatched on on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [570b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALCINOUS,"

Captain Pulford, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th April, 1900. [463b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Anderson, will be despatched on WEDNESDAY, the 15th May, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1900. [492b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL.

Taking Cargo at London Rates.

THE Company's Steamship

"IDOMENEUS,"

Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1900. [538b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship



## Intimations.

**F. BLACKHEAD & CO.,**  
SHIPCHANDLERS, SAILMAKERS,  
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**Sole Agents for**  
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AND  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

**EVERY KIND OF**  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
**REASONABLE PRICES.**  
Hongkong, 14th May, 1896.

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THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1**, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. An dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious affording prompt relief where other well-tried remedies have been powerless.

**THERAPION No. 2**, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

**THERAPION No. 3**, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

**THERAPION** may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 1/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

## VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.      Lara, Mr. F.  
Angus, Mrs. John      Levy, Mr. L. A.  
Bailey, Mr. W. S.      Lewis, Mr. A. R.  
Blackburn, Com. R. N.      Lyne, Lieut. and Mrs.  
Blondel, Mr. A.      W. S. R. N.  
Bowers, Dr.      McGowan, Mr. R. J.  
Brown, Mr. J. W.      Matheson, Mr. H. C.  
Carter, Mr. H. B.      Mulhausen, Mr. F. C.  
Clark, Dr. and Mrs. F.      Murphy, Mr. E. O.  
Collins, Mr. A.      Neill, Mr. Van  
Cranne, Mr. K. H. K.      O'Neill, Mr. J. J.  
Denroche, Mr. P. C.      Onistomoff, Mr. J. J.  
Discombe, Mr. G. M.      Parfitt, Mr. W.  
Dorison, Mr. H.      Pedraza, Mr. T.  
Drum, Miss      Playfair, Mr. Mrs. and  
Drury, Mr.      Miss  
Ellis, Mr. Alf. H.      Reeves, Mr.  
Engelskyen, Mr. K.      Robins, Mr. S. J.  
Ewan, Mr. Alex.      Reese, Mr. C.  
Gillott, Mr. A. J.      Rosenfeld, Mr. Jos.  
Goddard, Capt.      Stanger, Mr. B. W.  
Grant, Mr. Macpherson      Stanger, Mr. B. W.  
Gynay, Mr. S. W. G.      Smythe, Mr. A. J.  
Hamilton  
Holliday, Mr. T. F.      Stevens, Mr. G. R.  
Howard, Mr. Thos.      Thomas, Mr. E. L.  
James, Mr. B.      Tuason, Miss  
Jefferys, Major & Mrs.      Tuason, Mr. A.  
Johnson, Mr. W. H.      Waggoner, Mr. G.  
Joseph, Mr. and Mrs.      Warfield, Mr. and Mrs.  
E. S.      Whaley, Mr. and Mrs. W.  
Katsch, Mr. E. A.      Whaley, Miss  
Klene, Mr. F.      Whaley, Mr. and Mrs. J. G.  
Klinghorn, Mr.      Wild, Mr. and Mrs.  
Lach, Mr. G. M.      Bagnall  
Lance, Mr. S. L.      Wilkinson, Mrs.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. Andrew      Lee, Mr. J. E.  
Bryant, Mr. H. F. R.      Lemke, Mr. & Mrs. R.  
Brown, Colonel      Martin, Mr. R.  
Carle, Mr. Arthur R.      Mackay, Mr. C. Gordon  
Chandler, Mr. and Mrs.      Mitchell, Mr. R.  
Duan, Mr. G. H.      Morris, Major & Mrs.  
Droop, Mr.      Nowell, Mr. Stuart G.  
Ezekiel, Mr. J. S.      Oakley, Mr. H. E.  
Forbes, Mr. A.      Oakley, Miss  
Fraser, Lt.-Col. A. R.      O'Gorman, Madame  
Gompertz, Mr. H. H.      Pollock, Hon. H. E.  
Gorges, Colonel E. H.      Prynce, Capt. H. V.  
Graham, Mr. D. M.      Rely, Major C. W.  
Graham, Major W. W.      Rickmers, Mr. Paul  
R. A.      Schmidt, Mr. and Mrs.  
Gros, Mr. Edward F.      Schmitt, Mr. and Mrs.  
Hays, Mr. J.      Sinclair, Mr. A. P.  
Hindkroger, Mr.      Stokes, Mr. A. P.  
Inchbold, Mr. Chantrey      Thomson, Mr. O. D.  
Jeffries, Mr. H. U.      Tomlin, Mr. G. L.  
John, Major G. R. St.      Watson, Mr. and Mrs.  
Johnston, Mr. R. F.      Malcolm  
Layton, Mr. B.      Wheeler, Mr. G. H.

## CRADLEBURN.

Flynn, R. N. Rev. F.      Piry, Commissioner T.  
Holt, Capt. and Mrs.      Piry, Mrs. & daughters  
Jones, Mr. D. C.      Ready, Mrs. O. G. and  
Law, Mr. and Mrs. D.      daughters  
O'Law and daughter      Skottowe, Mr. C. C.  
Little, Miss      Volpicelli, Consul  
Little, Master      Volpicelli, Madame  
Mumford, Mrs. N.      Wright, Mr. and Mrs.  
Newton, Mr. & Mrs. W.      R. V. and son

## OPIUM QUOTATIONS.

Hongkong, May 4th.  
New Patna ..... 900 per chest.  
Old Patna ..... 875  
New Benares ..... 875  
Old Benares ..... 860  
New Malwa ..... 900 per picul.  
Old Malwa ..... 890  
Persian, paper tied ..... 870/880

## The Share Market.

## LATEST QUOTATIONS.

(May 4th.)

Companies	Paid up Capital	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$145	307 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£3.5 buyers
National Bank of China, Ltd.	£ 8	\$28 1/2
Do. Founders	£ 1	\$20
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 165 ex div.
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$124
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$30
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$195
China Fire Ins. Co., Ltd.	\$ 20	\$80
<b>Shipping.</b>		
Hongkong, Canton, & Amoy Steamship Co. Limited	\$ 15	\$304
Indo-China Steam Navigation Co., Ltd.	£ 10	\$92
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$50
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£5
Star Ferry Co., Ltd.	\$ 10	\$134
"Shell" Transport & Trading Co., Ltd.	£ 100	\$260
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	\$129
Luzon Sugar Refining Co., Ltd.	\$ 100	\$40
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 7	\$64
Punjom Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.20
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$12.60
Raub Altan Gold Mining Co., Ltd.	15s. 10d.	\$56
Oliver's Freehold Mines, Ltd.	\$ 5	\$5.75
Oliver's Freehold Mines, Ltd. B	\$ 48	\$4.25
Great Eastern & Caledonian Gold Mining Co., Ltd. (Preference)	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	495 1/2 prem.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86 1/2 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$52 buyers
New Amoy Dock Co., Ltd.	\$ 61	\$204
<b>Land, Hotels and Buildings.</b>		
China Freehold Loan & Mortgage Co., Ltd.	\$ 10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$115
Kowloon and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$47
Hongkong Hotel Co., Ltd.	\$ 50	\$117
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$10.75
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 100	\$38
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 70
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 70
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$21
China-Borneo Co., Ltd.	\$ 15	\$19
A. S. Watson & Co., Limited	\$ 10	\$16 1/2 buyers
Watkins, Limited	\$ 10	\$10.70
Hongkong Electric Co., Limited	\$ 10	\$11 1/2
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$162 1/2
Geo. Fenwick & Co., Ltd.	\$ 25	\$25
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High Level Tramways Co., Ltd.	\$ 100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$6 1/2
Hongkong and China Bakery Co., Ltd.	\$ 50	\$30 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$7 1/2
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Comichand & Co., Ltd.	\$ 20	\$5
Tobert Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4
<b>BENJAMIN, KELLY &amp; POTTS, Share Brokers.</b>		
Telephone Address—"Rialto."		
Telephone No. 148.		

## EXCHANGE.

Hongkong, May 4th.

ON LONDON, Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 7/16
Credits, 4 months' sight	1/11 1/2
Diments, 4 months' sight	1/11 1/2
ON BERLIN, (demand)	M. 200
ON PARIS, Bank Bills, on demand	246
Credits, 4 months' sight	250 1/2
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	62 1/2
On demand	63 1/2
ON SHANGHAI, Telegraphic Transfer	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA, T.T.	38 per cent. prem.
Sovereigns, Bank's Buying Rate	\$10.16
Gold Leaf 100 touch, per tael	53.15
Bar Silver	27 1/2
Dollars	24 per cent. prem.

## VESSELS IN PORT.

## Steamers.

<b>AIRLINE</b> , British steamer, 2,500, St. John George, 28th April—Sydney 5th April, Brisbane 7th, Keppel Bay 9th, Townsville 11th, Cooktown 12th, Thursday Island 14th, Port Darwin 17th, and Manila 25th, General—Gibb, Livingston & Co.
<b>ARRATOON APCAR</b> , British steamer, 2,829, E. Fey, 3rd May—Calcutta 14th April, Penang 24th, and Singapore 28th, Opium and General—David Sassoon, Sons & Co.
<b>BENLEDI</b> , British steamer, 1,480, R. Farquhar, 25th April—Mojito 20th April, Coal—Gibb, Livingston & Co.
<b>DEVAWONGSE</b> , British steamer, 1,037, R. Curtis, 17th April—Saigon 13th April, General—Yuen Fat Hong.
<b>HAILAN</b> , French steamer, 377, Muries, 2nd May—Canton 1st May, General—Hothow 1st May, General—A. R. Mary.
<b>HINSANG</b> , British steamer, 1,536, Spencer Wilde, 30th April—Mojito 24th April, Coal—Jardine, Matheson & Co.
<b>HONGKONG MARU</b> , Japanese steamer, 3,340, W. E. Filmer, 27th April—San Francisco 31st Mar., via Honolulu 7th April, Yokohama 19th, Kobe 20th, Nagasaki 22nd, and Shanghai 25th, Mails and General—C. L. Gorham.
<b>HUNAN</b> , British steamer, 1,158, Frazer, 2nd May—Canton 1st May, General—Butterfield & Swire.
<b>INDEPENDENT</b> , German steamer, 871, A. Halls, 12th April—Saigon 3rd April, General—Sander, Wieler & Co.
<b>LYEEMOON</b> , German steamer, 1,238, C. Heuermann, 3rd May—Canton 3rd May, General—Siemssen & Co.
<b>MADUFF</b> , British steamer, 1,882, R. Glegg, 30th April—Saigon 25th April, Rice—Doddwell & Co., Ltd.
<b>MACHREW</b> , British steamer, 1,085, J. Farrell, 3rd May—Saigon 29th April, Rice and Meal—Butterfield & Swire.
<b>MIKE MARU</b> , Japanese steamer, 2,080, S. Kawamura, 20th April—Bombay 3rd April, and Singapore 14th, General—Nippon Yusen Kaisha.
<b>MUREX</b> , British steamer, 2,329, E. Halliday, 2nd May—Novorossisk 23rd Mar., Petroleum—Arnhold, Karberg & Co.
<b>NORMANIA</b> , Danish steamer, 1,417, A. Rasmussen, 30th April—Mojito 24th April, Coal—Order.
<b>PETRARCH</b> , German steamer, 1,257, H. Uecker, 1st May—Sourabaya 20th April, Sugar—Sander, Wieler & Co.
<b>PHRA CHOM KHAO</b> , British steamer, 1,011, J. Fowler, 2nd May—Bangkok 23rd April, and Koh-si-chang 26th, Rice, &c.—Butterfield & Swire.
<b>PROGRESS</b> , German steamer, 687, P. Brandt, 7th April—Touron 5th April, Rice and General—Siemssen & Co.
<b>QUEEN ADELAIDE</b> , British steamer, 1,835, F. McNair, 1st May—Saigon 26th April, Rice—Doddwell & Co., Ltd.
<b>RICKMER RICKMERS</b> , German steamer, 1,828, Aazates, 27th April—Cardiff 23rd April, Coal—Arnhold, Karberg & Co.
<b>SAINT IRENE</b> , British steamer, 2,474, W. Attree, 22nd April—Portland, Or. via Ports 21st March, General—Doddwell & Co., Ltd.
<b>SHANTUNG</b> , British steamer, 1,835, A. W. Sales, 3rd May—Java 24th April, Sugar—Butterfield & Swire.
<b>SIAM</b> , British steamer, 922, H. N. Holton, 29th April—Bangkok via Koh-si-chang 21st April, Rice and Timber—Bradley & Co.
<b>TAIWAN MARU</b> , Japanese steamer, 1,482, H. Mikuni, 18th April—Japan 2nd April, Coal—Mitsui Bussan Kaisha.
<b>TAIWAN MARU</b> , Japanese steamer, 1,439, R. Nelson, 26th Mar.—Melbourne 15th Feb., Sydney 27th, Townsville 1st Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield & Swire.
<b>TAMUJI MARU</b> , Japanese steamer, 1,007, K. Sobajima, 2nd May—Swatow 1st May, General—Mitsui Bussan Kaisha.
<b>TSURUGISAN MARU</b> , Japanese steamer, 2,559, Narakasi, 2nd May—Kutchinotzu 26th April, Coal—Mitsui Bussan Kaisha.
<b>YUENSANG</b> , British steamer, 1,128, P. Rolfe, 1st May—Manila 28th April, Hemp and Sugar—Jardine, Matheson & Co.

## Sailing Vessels.

<b>ESMERALDA</b> , British schooner, 130, J. T. Harrison, 14th April—Guam 26th March, General—Jardine, Matheson & Co.
<b>FRANZ</b> , Danish bark, 358, Pedersen, 23rd April—Barry 5th Oct. 1899, and Anjer 12th Feb. Coal—E. A. Trading & Co.
<b>GEO. T. HAY</b> , British ship, 1,647, Spicer, 30th Mar.—Manila, (P. I.) Mar., Ballast—Siemssen & Co.
<b>MCLAURIN</b> , American ship, 1,315, F. Loakes, 15th April—New York 5th November, Petroleum—Standard Oil Co.
<b>MORRIS BAY</b> , British bark, 1,117, James A. Boyd, 18th Mar.—Hobang 26th Mar. Coal—Jardine, Matheson & Co.
<b>NORMA</b> , 4-masted bark, 1,099, D. McDonnell, 21st April—Cardiff via Anjer 4th October, Coal—Order.
<b>SANTA CRUZ</b> , American schooner, 150, O. Keefe, 14th April—Yap 25th Mar., General—Master.
<b>WM. H. SMITH</b> , American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sep. Kerosine Oil—Standard Oil Co.

## HER BRITANNIC MAJESTY'S SHIPS OF THE CHINA STATION.

Hongkong, May 4th, 1900.
<b>Alacrity</b> , dispatch vessel, 1,200 tons, 10 6-pd. q. f. guns, 3,000 i.h.p., Commander G. F. M. Cradock, Wei-hai-wei.
<b>Algerine</b> , sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.
<b>Aurora</b> , British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.
<b>Barfleur</b> , 1st class battleship, 13,000 tons, 12 guns, 13,665 h.p., Captain G. J. S. Wardender, Wei-hai-wei.
<b>Bonadventure</b> , 2nd class cruiser, 4,360 tons, 8 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.
<b>Brisk</b> , British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart, Hongkong.
<b>Centurion</b> , British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.
<b>Daphne</b> , sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. W. Ingham, Hongkong.
<b>Endymion</b> , British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
<b>Essex</b> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.
<b>Fame</b> , twin screw, torpedo-boat destroyer, 360 tons, 4,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.
<b>Firebrand</b> , 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
<b>Handy</b> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
<b>Hart</b> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
<b>Hermione</b> , British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.
<b>Hummer</b> , storeship, 1,640 tons, 800 i.h.p., Com. H. J. Dawson, Hongkong.
<b>Limn</b> , gun-vessel, 775 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
<b>Orlando</b> , British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.
<b>Peacock</b> , 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.
<b>Phoenix</b> , British gunboat, 805 tons, Lieut.-Com. Capt. H. H. Luns, at Amoy.
<b>Pigmy</b> , 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Philippines.
<b>Pique</b> , twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.
<b>Plaver</b> , 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Hongkong.
<b>Redpole</b> , British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
<b>Robin</b> , British river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.
<b>Sandpiper</b> , British river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.
<b>Swift</b> , gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.
<b>Tamar</b> , receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.
<b>Tweed</b> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. D. Roper, on the West River.
<b>Undaunted</b> , 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.
<b>Waterwitch</b> , surveying vessel, 620 tons, Lieut.-Comdr. W. G. Lyns, Hongkong.
<b>Whiting</b> , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.
<b>Witmer</b> , coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
<b>Woodcock</b> , British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
<b>Woodlark</b> , British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.

## TORPEDO-BOATS IN RESERVE NOS. 8 AND 20, 35, 36, 37 AND 38, FIRST-CLASS; AND 3 SECOND-CLASS BOATS.

<b>Liberal</b> , Portuguese cruiser, 558 tons, Comdr. José da Cunha Lima, Hongkong.
<b>Presidente Sarmiento</b> , Argentine cruiser, 2,850 tons, Capt. Beddoe, Manila.
<b>Valkyrie</b> , Danish cruiser, 3,000 tons, Prince Valdemar, en route Batavia.
<b>Zaire</b> , Portuguese gunboat, 528 tons, Captain Mello, Hongkong.
<b>Zenta</b> , Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.